

needs amending

FOR DOCUMENTS  
6/4/87



DOCUMENT NO. 4902A  
ADOPTED 6/4/87  
*noted  
and  
amended*

Text Amendment Application No.  
Boston Redevelopment Authority  
Roxbury Interim Planning  
Overlay District

TO THE ZONING COMMISSION  
OF THE CITY OF BOSTON:

The Boston Redevelopment Authority hereby petitions to amend the text of the Boston Zoning Code, as established under Chapter 665 of the Acts of 1956 as amended, by inserting after Article 27D, for a period of twenty-four months from the effective date of this amendment, the following Article:

#### ARTICLE 27E

##### ROXBURY INTERIM PLANNING OVERLAY DISTRICT

SECTION 27E-1: Statement of Purpose. The purposes of this article are to facilitate the comprehensive planning and rezoning of the Roxbury neighborhood; to manage the future development of Roxbury for the benefit of the inhabitants of Roxbury and Boston; to provide a predictable, clear, and understandable process for the public review of new development; to preserve and enhance the Roxbury neighborhood; to conserve the value of land and buildings; to encourage the most appropriate use of land throughout the city; to lessen congestion in the streets; to provide adequate light and air, and to prevent overcrowding of land; to promote appropriate economic development for the benefit of residents; to promote residential development that is affordable to all segments of the community, particularly low and moderate income residents; to discourage displacement of residents; to promote land uses

which provide jobs for the city's residents; to preserve, enhance, and create open space to be enjoyed by residents; to promote the peaceable enjoyment of the city's amenities by all residents; and to implement interim land use measures.

SECTION 27E-2. Declaration of Need for Interim Zoning. Interim zoning in the Roxbury IPOD Study Area is necessary to provide the proper balance between competing land uses and economic and environmental factors. Characteristics of existing zoning that render it inappropriate include its failure to: prevent the intermingling of inappropriate industrial and manufacturing uses with residential, commercial, cultural, and public open space uses; discourage and prevent the establishment of environmentally hazardous and inappropriate uses which have a degrading effect on the community; discourage mixing of industrial and residential land uses which are incompatible with one another; provide for zoning designations which result in the appropriate siting of land uses.

SECTION 27E-3. Definitions. For the purposes of this article only, the following words and phrases, when capitalized, shall have the meanings indicated.

1. "Adjusted Income" shall be defined as it is in 24 CFR §813.102, as amended, or as set forth in regulations adopted in accordance with Section 27E-32.



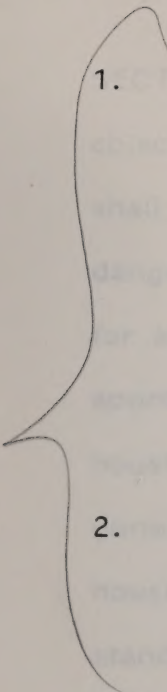
2. "Affordable" shall mean, in the case of an owner-occupied dwelling unit, requiring the expenditure by a Low-Income or Moderate-Income Household for mortgage payments, insurance, real estate taxes, and condominium or cooperative fees of not more than thirty percent (30%) of its Adjusted Income to occupy the unit; and, in the case of renter-occupied dwelling units, requiring the expenditure by a Low-Income or Moderate Income Household for rent and utilities of not more than thirty percent (30%) of its Adjusted Income to occupy the unit.
3. "Annual Income" shall be defined as it is in 24 CFR §813.106, as amended, or as set forth in regulations adopted in accordance with Section 27E-31.
4. "Applicant" shall mean any person or entity having a legal or equitable interest in a Proposed Project subject to the provisions of this article, as set forth in Section 27E-5, or the authorized agent of any such person or entity.
5. "Low-Income Households" shall mean households whose annual income does not exceed 50% of the Median Gross Income of households in the Boston Standard Metropolitan Statistical Area.
6. "Market Unit" shall mean any dwelling unit available for purchase without restrictions as to income of the purchasing household.

7. "Median Gross Income" shall be defined as it is by the United States Department of Housing and Urban Development, pursuant to 24 CFR §813.102, as amended, or as set forth in regulations adopted in accordance with Section 27E-32.
8. "Moderate-Income Households" shall mean households whose annual income does not exceed 80% of the Median Gross Income of households in the Boston Standard Metropolitan Statistical Area.
9. "Proposed Project" shall mean the erection, reconstruction, alteration, demolition, or extension of any structure or part thereof, or the change of use or occupancy of any structure or land, for which the Applicant is required to receive a building or change of use or occupancy permit.
10. "Roxbury IPOD" shall mean the regulations imposed by this article.
11. "Roxbury IPOD Study Area" shall mean the area defined in Section 27E-4.
12. "Underlying Zoning" shall mean all zoning regulations, with the exception of this article, which are contained in this code.
13. "Zoning Relief" shall mean any variance, conditional use permit, or exception, interim planning permit, zoning map or text amendment, or any other relief granted by the Zoning Commission or the Board of Appeal.



SECTION 27E-4: Physical Boundaries. This article shall be applicable only in the Roxbury IPOD Study Area, which shall be divided into the eleven planning areas, three Urban Renewal Areas and Parcel 18 Area depicted in Appendix A and described in Appendix B. The eleven planning areas shall be Madison Park, Lower Roxbury, Highland Park, Hampden-George, Dudley Square, Sav-Mor, Shirley-Eustis, Mt. Pleasant, Quincy-Geneva, Washington Park North, and Washington Park South, and the Urban Renewal Areas shall be Campus High, Kittredge Square, and Washington Park. The physical boundaries of the Roxbury IPOD Study Area are described as follows: from the intersection of Massachusetts Avenue and the northwest boundary of the Conrail right-of-way; thence following southwesterly along said Conrail right-of-way to the intersection of New Dudley Street and Columbus Avenue; thence southerly and southeasterly along said Columbus Avenue to Seaver Street; thence southeasterly along said Seaver Street to Erie Street; thence northeasterly along Erie Street to the Midland Division right-of-way; thence northeasterly along said Midland Division right-of-way to Massachusetts Avenue; thence along said Massachusetts Avenue to the point of beginning.

SECTION 27E-5. Applicability. Unless otherwise exempt pursuant to this section, any Proposed Project requiring a demolition permit, a building permit for exterior construction or exterior alteration, or a change of use or occupancy permit, including any permit for any Proposed Project that would cause a decrease in the number of dwelling units within the Roxbury IPOD Study Area, shall be subject to the provisions of this article. The following Proposed Projects, however, shall be exempt from such regulations.

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1. Any Proposed Project for Residential Uses of a single or two-family dwelling, including Use Item Numbers 1 through 4 of Table A, Section 8-7 of this code provided that in the case of manufactured housing, the Boston Redevelopment Authority has certified that the design of such structure is consistent with the Authority's design guidelines for manufactured housing.
  2. Any Proposed Project for which the Inspectional Services Department has granted a building or use permit prior to the first notice of hearing before the Zoning Commission for adoption of this article.

SECTION 27E-6. Zoning Regulations in Effect; Conflict Provisions. The Roxbury IPOD and Underlying Zoning shall together constitute the zoning regulations for the Roxbury IPOD Study Area. Upon expiration of this article, the Underlying Zoning shall be the sole set of zoning regulations for the Roxbury IPOD Study Area. Where conflicts exist between the provisions of the Roxbury IPOD and the Underlying Zoning, or between the provisions of the Roxbury IPOD and the Urban Renewal Area regulations, the provisions of this section shall govern. In all subdistricts, (a) the provisions of the Roxbury IPOD shall supersede Underlying Zoning and Urban Renewal Area regulations, except with respect to building height and floor area ratio (FAR) standards, in which case the more restrictive provisions shall govern; and (b) amendments to Underlying Zoning or Urban Renewal Area regulations as to which notice of a public hearing before the Zoning Commission is published after the effective date of this article shall govern.



SECTION 27E-7. Land Use Goals and Objectives. The general land use objectives for the eleven planning areas of the Roxbury IPOD Study Area shall be as follows: to exclude industrial uses which involve hazardous, dangerous, and environmentally degrading materials or purposes; to provide for an appropriate mix of allowed land uses; to identify and designate appropriate tracts of publicly owned land for development of owner-occupied housing affordable to all segments of the community; to promote the creation owner-occupied housing with rental units and the rehabilitation of such housing, affordable to all segments of the community; to provide for height standards and floor area ratios that encourage residential development and the preservation of the historic character of the Roxbury IPOD Study Area; to provide for height standards and floor area ratios which direct dense development to appropriate sites within the Roxbury IPOD Study Area; to provide a balance between development and the preservation of air, light, open space, and areas of historic significance; to provide for adequate parking and flow of traffic; to provide for commercial development that generates jobs and neighborhood benefits for Boston residents; to encourage the maintenance, expansion, and enhancement of open space, including play areas for children; to provide appropriate traffic and parking controls; to provide appropriate design guidelines for development within the Roxbury IPOD Study Area; and to protect and preserve the historically significant structures within the Roxbury IPOD Study Area.

1. Dudley Square. The land use objectives for Dudley Square shall be to promote mixed commercial, retail and residential activities; to support the establishment of recreational and public open space activities in the



context of a retail and commercial district; to increase pedestrian accessibility and activity in the Dudley retail and commercial district; to preserve historically significant structures; and to promote adequate vehicular and mass transit accessibility to the Dudley retail district.

2. Hampden-George. The land use objectives for Hampden-George shall be to encourage appropriate siting of manufacturing and commercial activities; to limit manufacturing and commercial activities which may have hazardous or environmentally debilitating effects; to support existing and proposed residential uses by mandating appropriate sitings and set-backs of commercial uses; to promote the establishment of public open space, including play areas for children; and to promote adequate vehicular and mass transit access.
3. Highland Park (including Kittredge Square Urban Renewal Area). The land use objectives for Highland Park shall be to protect residential uses from inappropriate institutional expansion; to achieve the appropriate siting of retail and commercial activities; and to preserve historically significant structures and to support the historic character of the area.
4. Lower Roxbury. The land use objectives for Lower Roxbury shall be to promote mixed retail, commercial and residential activities; to encourage mass transit-related uses and supporting retail activities; and to support the establishment of educational, cultural, and public open space activities.

5. Madison Park (including Campus High Urban Renewal Area). The land use objectives for Madison Park shall be to encourage residential, recreational, educational, and public open space activities; to preserve historically significant structures; and to promote retail activities which are compatible with the primarily residential and institutional character of the area.
6. Mt. Pleasant. The land use objectives for Mt. Pleasant shall be to limit manufacturing and commercial uses which have hazardous or environmentally degrading effects; and to promote mixed commercial and retail uses along Harrison Avenue, and mixed retail and residential activities along Warren Street.
7. Quincy - Geneva. The land use objectives for Quincy-Geneva shall be to promote mixed commercial, retail and residential uses along Blue Hill Avenue; to identify and designate appropriate tracts of publicly-owned land for development of owner-occupied housing affordable to all segments of the community; to promote the establishment of public open space, including play areas for children; and to promote manufacturing and commercial uses which are consistent with proposed land use goals set forth in this section, such uses to be restricted to the following areas: Dudley Street, Quincy Street, Geneva Avenue and Blue Hill Avenue.



8. Sav-Mor. The land use objectives for Sav-Mor shall be to promote a mix of retail and residential uses along Blue Hill Avenue and Warren Street; and to support vehicular and mass transit accessibility to the Dudley retail and commercial area.
9. Shirley-Eustis. The land use objectives for Shirley-Eustis shall be to prohibit manufacturing and commercial uses which have hazardous or environmentally degrading effects; to encourage light manufacturing and light industrial uses which will benefit the community and support the goals of the Industrial Economy Reserve; and to establish designated truck routes that avoid residential areas.
10. Washington Park North (including Washington Park Urban Renewal Area). The land use objectives for Washington Park North shall be to promote a mix of retail, commercial and residential uses; to support vehicular and mass transit accessibility to the Dudley retail and commercial area; and to discourage manufacturing and commercial uses incompatible with proposed land use goals.
11. Washington Park South (including Washington Park Urban Renewal Area). The land use objectives for Washington Park South shall be to promote a mix of retail, commercial and residential uses; to support vehicular and mass transit accessibility to the Dudley retail and commercial area; and to discourage manufacturing and commercial uses which are incompatible with proposed land use goals.

- a. Washington Street
- b. Blue Hill Avenue
- c. Melrose Cross Boulevard
- d. Warren Street

SECTION 27E-8: Boulevard Planning Districts. Major arterials and cross streets that serve as primary access to all areas of the community and contain uses that provide services to the community may be designated Boulevard Planning Districts. Interim zoning in these districts is necessary to assure their visual prominence and importance to the economy and transportation system of the community. Analyses required to formulate new zoning for Boulevard Planning Districts shall be accomplished through special studies conducted by the Boston Redevelopment Authority with assistance from the Roxbury Neighborhood Council, local civic groups and community residents. The purpose of the revised zoning will be to: (a) protect and promote the Boulevard Planning Districts as gateways to the community and as mixed-use commercial centers; (b) encourage a mix of uses which, by providing employment opportunities, services for residents and visitors, and affordable and market rate housing, promotes and sustains economic viability and residential stability, (c) develop a plan for the preservation of open space and historic structures; (d) develop parking and transportation access plans which identify appropriate sites for commercial parking; (e) develop design guidelines and billboard sign controls to enhance the aesthetic character and economic viability of the Boulevard Planning Districts; and (f) within the Washington Street Boulevard Planning District, to conduct a special study to develop recommendations, based on land use considerations, for replacement service for the Orange Line Rapid Transit.

1. The Boulevard Planning Districts. The Roxbury IPOD Study Area shall include the following Boulevard Planning Districts, the boundaries of which are described in Appendix B:

- a. Washington Street.
- b. Blue Hill Avenue.
- c. Melnea Cass Boulevard.
- d. Warren Street.



- e. Shawmut Avenue, from Washington Street to Melnea Cass Boulevard.
- f. Dudley Street.
- g. Columbia Road.
- h. Tremont Street (including Frederick Douglass Square).
- i. Seaver Street.
- j. Massachusetts Avenue
- k. Columbus Avenue.

2. Site Plan Review. Within Boulevard Planning Districts, site plan review by the Boston Redevelopment Authority, and review by the Roxbury Neighborhood Council, local civic groups, and community residents, shall be required for any Proposed Project subject to the provisions of this article. Site plan review shall address, but not be limited to the following:

- a. building height and massing;
- b. transportation access and the provision of parking;
- c. open space and landscaping;
- d. historic preservation; and
- e. signs.

SECTION 27E-9. Dudley Terminal Special Study Area. The Dudley Terminal Area within the Roxbury IPOD Study Area shall be a Special Study Area, the boundaries of which are described in Appendix B. The Dudley Terminal Area has served as a transportation center and neighborhood retail center. With the removal of the Orange Line elevated transit line and station and the central bus station, Dudley Terminal Area will be undergoing a transition in terms of land uses. Therefore, the area needs to be planned as a Special Study Area to determine the appropriate mix of uses and zoning controls that will guide future development of this area.

SECTION 27E-10. Dudley Triangle Special Study Area. The Dudley Triangle Area within the Roxbury IPOD Study Area shall be a Special Study Area, the boundaries of which are described in Appendix B. The Dudley Triangle Area historically has been a strong and important residential neighborhood within

Roxbury. It currently contains a mix of residential and commercial uses, and includes large areas of vacant publicly-owned land. The area will be undergoing a transition in land uses and increased development activities. Therefore, the area needs to be planned as a Special Study Area to determine the appropriate mix of uses and zoning controls that will guide future development of this Special Study Area. Development of affordable housing should be the primary goal for this Special Study Area. During the IPOD planning period, the specific affordability requirements shall be determined based on economic analyses conducted in coordination with the City of Boston Public Facilities Department, Boston Redevelopment Authority and the Roxbury Neighborhood Council, local civic groups and community residents.

SECTION 27E-11. Parcel 18 Special Study Area. The Parcel 18 Area within the Roxbury IPOD Study Area shall be a Special Study Area, the boundaries of which are described in Appendix B. The Parcel 18 Special Study Area is comprised of City of Boston and Commonwealth of Massachusetts owned parcels of land and privately owned land with residential uses. Major mixed-use development for Parcel 18 is in the planning stages, including commercial, retail, residential, community/cultural, office, and parking uses. The Parcel 18 Special Study Area shall be planned through the coordinated efforts of the Boston Redevelopment Authority, the City, the Commonwealth, the Parcel 18+ Task Force, the Roxbury Neighborhood Council, local civic groups, and community residents. This comprehensive planning process will ensure that there is community-wide input and that development will be planned and proceed with maximum benefit to the surrounding neighborhood in terms of



establishing an economic base in the community, job and home ownership opportunities, and of preventing displacement of residents in the surrounding area.

SECTION 27E-12. Affordable Housing Reserve District. A subdistrict or part thereof or a contiguous group of subdistricts or parts thereof may be designated as an Affordable Housing Reserve District (AHR) if all parcels of land within such district are owned by a Public Agency and comprise at least one acre, either individually or in combination with contiguous parcels owned by a Public Agency. Three-fourths of the gross floor area of any Proposed Project within an AHR shall be devoted to residential uses, three-fourths of which shall be Affordable to Low- and Moderate-Income Households. The purpose of an AHR is to provide a mechanism to promote construction of and reserve land for affordable housing. The provision of affordable housing within the Roxbury IPOD Study Area shall not be limited to AHRs.

1. The Boston Redevelopment Authority, working in conjunction with the Roxbury Planning and Zoning Advisory Committee, shall identify and propose to the Zoning Commission areas to be zoned low, moderate and high density within any Affordable Housing Reserve District. Low, moderate, and high density housing shall be permitted in accordance with the following density guidelines:
  - a. one to twelve (1-12) units per acre, low density;
  - b. thirteen (13) to twenty-four (24) units per acre, moderate density;  
and
  - c. twenty-five (25) to thirty-six (36) units per acre, high density.

2. Affordable Housing Reserve Districts within the Roxbury IPOD Study Area shall include the following areas which boundaries are described in Appendix B:

- a. South End Urban Renewal Disposition Parcel X28-B and Massachusetts Bay Transportation Authority Parcel 9
- b. the Massachusetts Bay Transportation Authority Bartlett Yards

SECTION 27E-13. Mixed Use Reserve District. The whole or any part of a subdistrict may be established as a Mixed Use Reserve District if all parcels within such district are owned by a Public Agency and comprise at least one acre, either individually or in combination with contiguous parcels owned by a Public Agency. A Proposed Project within a Mixed Use Reserve District shall be developed as a Planned Development Area, in accordance with the provisions of Section 3-1A.a.

1. The Mixed Use Reserve District within the Roxbury IPOD Study Area shall be Parcel P2-C, the boundaries of which are described in Appendix B.

2. Uses permitted within a Mixed Use Reserve District shall be limited to one or a combination of the following:

- a. housing;
- b. open space;
- c. office; and
- d. public services.

SECTION 27E-14. Industrial Economy Reserve. Within the Roxbury IPOD Study Area, the Industrial Economy Reserve shall include land which is to be developed under the jurisdiction of the City of Boston Economic Development



Industrial Corporation (EDIC). The boundaries of the Industrial Economy Reserve are described in Appendix B. The purpose of the Industrial Economy Reserve is to preserve the availability of the land within these boundaries for light manufacturing uses which will provide jobs and develop an economic base for the Roxbury community. The revised zoning for the Industrial Economy Reserve shall be developed through the coordinated activities of the EDIC and the community. Site plan review required pursuant to Section 27E-8(2) for any Boulevard Planning District within the Industrial Economy Reserve shall be conducted in coordination with the EDIC.

SECTION 27E-15. Neighborhood Business Districts. The Roxbury IPOD Study Area includes several streets which comprise Neighborhood Business Districts (NBDs). These areas contain retail and small commercial uses which serve the local residents. Planning for these Neighborhood Business Districts is necessary to protect the streetscape appearance, pedestrian amenities, and transportation access to local businesses. The market pressure for conversion of existing commercial structures into residential uses tends to result in the displacement of small firms. Planning and zoning for the NBDs shall be designed to encourage neighborhood businesses and to minimize the decline of neighborhood services and job loss.

1. The Neighborhood Business Districts. The Roxbury IPOD Study Area shall include the following Neighborhood Business Districts, the boundaries of which are described in Appendix B.

- a. Geneva Avenue, from Blue Hill Avenue to Columbia Road.
- b. Washington Street, from Blue Hill Avenue to Erie Street.
- c. Strathcona Road, from Washington Street to Geneva Avenue.

- d. Centre Street, from Highland Avenue to John Eliot Square and Highland Street from Highland Avenue to John Eliot Square, John Eliot Square/Kittredge Square,
- e. Humboldt Avenue, from Martin Luther King Boulevard to Seaver Street.
- f. Shawmut Avenue, from Massachusetts Avenue to Kendall Street.
- g. Norfolk Avenue.
- h. Quincy Street.

SECTION 27E-16. Revised Light Manufacturing Zoning District. A revised light manufacturing district (LM) shall be developed through the IPOD planning process. The district shall provide for a limited number of allowed light manufacturing uses compatible with adjacent residential areas, which uses will provide job opportunities for the community. Portions of existing light manufacturing districts, M-1 and M-2 districts, shall be mapped as Revised Light Manufacturing Districts where it is consistent with the goals and objectives of the Roxbury IPOD to retain such uses.

SECTION 27E-17. Institutional Master Plan. Any Applicant owning or operating a site area of one acre or more, consisting wholly or in part of institutional uses, and seeking a building permit, and any Applicant seeking a building permit for a Proposed Project with a site area of at least one acre which includes an institutional use, shall submit an Institutional Master Plan for review and approval by the Boston Redevelopment Authority. For purposes of this section an institutional use shall be any use included in Section 8-7, Table A, Use Item numbers 11, 12, 13, 13A, 14, 16A, 18, 20,



20A, 22, 23, 24 and 25. The Boston Redevelopment Authority may establish regulations to administer this requirement; provided, such regulations shall become effective only upon adoption by the Zoning Commission.

1. An Institutional Master Plan shall project at least five years into the future and at a minimum shall contain the following: a statement of the Applicant's present and future needs for academic, service, research, housing, patient care, and parking facilities, and a description of the uses, scale, and character of proposed or potential development.
2. An Institutional Master Plan shall include a Parking Management and Mitigation Plan which shall be updated annually.
3. Specific elements to be included in an Institutional Master Plan shall be determined through a scoping process by the Boston Redevelopment Authority and the community which identifies the issues related to a Proposed Project.

SECTION 27E-18. Transportation Master Plan. A Transportation Master Plan for the Roxbury IPOD Study Area shall be developed in coordination with the Boston Transportation Department and shall include the following:

1. Determination by the Boston Transportation Department of off-street parking requirements for Proposed Projects which include residential and/or commercial uses.
2. Specification of parking and access controls to be implemented in commercial districts.

3. Identification of appropriate sites within commercial districts for commercial parking.
4. Analysis of public transit access locations relative to siting and size of any potential or actual Proposed Project.
5. Determination by the Boston Transportation Department of specified truck routes that avoid residential streets.

SECTION 27E-19. Transportation Access Plan. A Transportation Access Plan submitted to the Boston Transportation Department and Boston Redevelopment Authority shall be required of any Applicant seeking a building permit for any Proposed Project exceeding 100,000 square feet, any Proposed Project which includes a retail use exceeding 50,000 square feet, and any Proposed Project which includes a residential use and comprises 30 or more units. The Plan shall consist of impact assessment, mitigation and monitoring components as follows:

1. The impact assessment component shall identify and evaluate the impact of the Proposed Project on the city's transportation network.
2. The mitigation component shall propose measures to minimize the transportation-related impact of the Proposed Project.
3. The monitoring component shall describe provisions for periodic re-evaluation of the effectiveness of proposed mitigation measures.

SECTION 27E-20. Interim Parking Controls. The following Interim Parking Controls shall apply to any Proposed Project for a use listed in Table A of

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Section 8-7 under Use Item numbers 1, 1A, 2, 3, 4, 5, 6, 7, 14, or 15 within the Roxbury IPOD Study Area:

1. For any newly created residential unit(s) the following ratios of number of off-street parking spaces per unit shall apply unless otherwise excepted by this section:

| <u>Number of Dwelling Units<br/>In Residential Structure</u> | <u>Off-Street Parking Spaces<br/>Required for Each Unit</u> |
|--------------------------------------------------------------|-------------------------------------------------------------|
| 1 to 6                                                       | 1.00                                                        |
| 7 and above                                                  | 1.25                                                        |

2. Off-street parking facilities shall be provided at a ratio of 0.90 parking space for each dwelling unit that is rented or sold to a low or moderate income household.
3. Proposed Projects for housing for low-income elderly persons shall provide 0.2 spaces per dwelling unit if such Proposed Project was constructed under the Housing Authority law of the Commonwealth of Massachusetts and/or the United States Housing Act of 1937 as amended.

SECTION 27E-21. Open Space Plan. During the Roxbury IPOD planning period, an Open Space Plan shall be developed in conjunction with the community to accompany revised zoning and to guide future development. The Open Space Plan shall:

1. Emphasize historic, geographic and functional links to historic Roxbury, to activity nodes within Roxbury, and to the open space and park system of Boston.
2. Identify appropriate locations and opportunities for major new open space sites in Roxbury.

SECTION 27E-22. Interim Height Standards. Roxbury IPOD Study Area subdistricts and planning areas shall be governed by Interim Height Standards set forth in Table A of this section and by site plan review required in Boulevard Planning Districts. Within the Melnea Cass Boulevard Planning District between Columbus Avenue and Hampden Streets, heights shall not be permitted in excess of 65 feet; provided, during the Roxbury IPOD planning period environmental impact analyses shall be conducted for this section of Melnea Cass Boulevard through an open community process. The environmental impact analyses shall focus on whether any additional height would facilitate public benefits to the community and would not be detrimental to the community, and shall determine the nature and extent of such public benefits. Within the Parcel 18 Special Study Area, heights for the following publicly owned development parcels shall be determined through the community review process as defined in Section 27E-11 and the environmental review process: Southwest Corridor Parcels 17, 17X, 22, and 18 and Boston Redevelopment Authority Parcels 14A, 15, and 16. All other areas within the Parcel 18 Special Study Area shall have a height standard of 35 feet.

TABLE A

Roxbury Interim Planning Overlay District  
Interim Height Standards

| <u>Subdistricts</u> <sup>*</sup>                                                                       | <u>Height<br/>(in feet)</u> |
|--------------------------------------------------------------------------------------------------------|-----------------------------|
| Boulevard Planning Districts (except Melnea Cass Boulevard between Columbus Avenue and Hampden Street) | 45                          |
| Melnea Cass Boulevard Planning District between Columbus Avenue and Hampden Street                     | 65                          |
| Industrial Economy Reserve                                                                             | 45                          |
| Dudley Triangle Special Study Area                                                                     | 45                          |



TABLE A (continued)

Roxbury Interim Planning Overlay District  
Interim Height Standards

| <u>Subdistricts</u> <sup>*</sup>                             | <u>Height<br/>(in feet)</u> |
|--------------------------------------------------------------|-----------------------------|
| Parcel 9/X28-B (AHR)                                         | 45                          |
| Parcel P2-C (in Campus High Urban Renewal Area (MUR)         | 45                          |
| Bartlett Yards (in Washington Park Urban Renewal Area) (AHR) | 45                          |
| Dudley Terminal Special Study Area                           | 45                          |
| Parcel 18 Special Study Area                                 | **                          |
| All Other Areas                                              | 35                          |

\* Boundaries described in Appendix B.

\*\* To be determined for publicly owned development parcels through community and environmental review process, 35 feet for all other areas.

SECTION 27E-23. Interim Use Controls. To protect the Roxbury IPOD Study Area from development inconsistent with the goals of the comprehensive planning process and contemplated zoning changes provided in this article, the following Interim Use Controls shall be in effect:

1. A Proposed Project which includes residential uses as specified by use item numbers 1 through 6 inclusive in Section 8-7, Table A of this code, and which involves no greater than four units and involves no new construction or building expansion and is allowed by the Underlying Zoning, shall be exempt from the requirement of an Interim Planning Permit, provided that such Proposed Project is in compliance with Sections 27E-20 and 27E-22.
2. Use Item Numbers 34A, 53, 57, 57A, 64 and 70 and uses ancillary or accessory to 70 as specified in Section 8-7, Table A of this code, shall be forbidden uses.

SECTION 27E-24. Demolition Controls. To protect the Roxbury IPOD Study Area until the enactment of permanent zoning regulations, demolition of a structure within the Roxbury IPOD Study Area shall require an Interim Planning Permit in accordance with the provisions of this article and Section 27-3; provided, where it is determined by the Commissioner of Inspectional Services that the demolition of a structure will remove a building in hazardous, unusable, or irreparable condition in accordance with applicable provisions of the Building Code, an Interim Planning Permit shall not be required for demolition of a structure. Applications for an Interim Planning Permit for demolition of a structure within the Roxbury IPOD Study Area shall be subject to provisions for review and recommendation to the Board of Appeal by the Boston Redevelopment Authority, which shall solicit the input of the Roxbury Neighborhood Council. During the two-year Roxbury IPOD planning period, provisions for review by the Boston Redevelopment Authority and the Roxbury Neighborhood Council of applications for demolition permits shall be formulated and proposed for enactment as permanent regulations. The Board of Appeal shall grant an Interim Planning Permit for demolition of a structure only if it finds:

1. That the demolition will not be detrimental to the historical or architectural character of the Roxbury IPOD Study Area; and
2. With regard to any structure used for dwelling purposes and subject to the provisions of this article, that the demolition shall not result in a reduction in the number of dwelling units affordable to Low-Income and Moderate-Income Households within the same planning area or urban renewal area, as established pursuant to Section 27E-4.



SECTION 27E-25. Plan for Disposition of Public Lands. During the Roxbury IPOD planning period, the Boston Redevelopment Authority, the City of Boston, and the Commonwealth of Massachusetts, working through an open community process with the Roxbury Neighborhood Council, civic groups, and community residents, shall develop a plan and uniform policies and procedures for the disposition of all publicly owned land and uniform affordability guidelines for such land within the Roxbury IPOD Study Area. Such plan, policies, and procedures shall provide for the maximum public benefit attainable from such land, consistent with the land use goals and objectives set forth in Section 27E-7.

SECTION 27E-26. Design Guidelines. During the Roxbury IPOD planning period, design guidelines shall be developed by the Boston Redevelopment Authority, working with the community to promote residential and commercial neighborhood design for future development that will enhance the community and reinforce the positive scale, character, massing, and architectural elements that exist in the Roxbury IPOD Study Area. Design guidelines shall, at a minimum, address building design, open space and landscaping, and signage. Sign controls for on-premise signs and billboards shall be developed. In order to develop and implement these guidelines a Design Advisory Group shall be formed by the Roxbury Neighborhood Council, local civic and design groups, and community residents to work with the Boston Redevelopment Authority.

1. Design guidelines for manufactured housing shall be promulgated by the Boston Redevelopment Authority, and all manufactured housing located within the Roxbury IPOD Study Area shall be in compliance with these guidelines.

SECTION 27E-27. Standards for Issuance of Interim Planning Permit. The Board of Appeal shall not grant an Interim Planning Permit unless it finds that the public benefits to the community of the Proposed Project outweigh the burdens imposed, and that it is in substantial accord with the following standards, as referenced:

1. The land use goals and objectives set forth in Section 27E-7;
2. The Interim Height Standards set forth in the table in Section 27E-22;
3. The use controls set forth in Section 27E-23; and
4. The purpose and intent of the special study and planning areas set forth in Sections 27E-8 through 27E-16.
5. The Transportation Access Plan requirements in Section 27E-19.
6. The purposes and intent of the Boulevard Planning District requirements set forth in Section 27E-8, where applicable.

In issuing an Interim Planning Permit, the Board of Appeal shall provide in its written decision specific reasons why it determined that the Proposed Project is in substantial accord with the above standards.

SECTION 27E-28. Enforcement. The Commissioner of Inspectional Services shall not issue a building, demolition or use permit for any Proposed Project subject to the provisions of this article unless the Board of Appeal has approved an Interim Planning Permit for the Proposed Project in accordance with Section 27-3.

SECTION 27E-29. Establishment of Zoning Districts. After review by the Roxbury Neighborhood Council and Planning and Zoning Advisory Committee, review and approval by the Authority, and review and adoption by the Zoning



Commission, Affordable Housing Reserve Districts, Mixed Use Reserve Districts, Boulevard Planning Districts, Neighborhood Business Districts and Light Manufacturing Districts additional to those established pursuant to the provisions of this article may be established in the Roxbury IPOD Study Area by a zoning map amendment(s).

SECTION 27E-30. Sunset Provision; Subsequent Amendments. This article shall be in effect for twenty-four (24) months from the effective date of this amendment. While in effect, this article or portions of this article may be repealed or superseded by subsequent amendments to this article, or by amendments to the Underlying Zoning as to which notice of a public hearing before the Zoning Commission is published after the effective date of this article. Upon expiration of the twenty-four month period for which this article is in effect, the Underlying Zoning shall alone constitute the zoning regulations for the area governed by this article.

SECTION 27E-31. Timetable for Rezoning. Submission of proposed zoning changes by the Boston Redevelopment Authority Board to the Zoning Commission shall be completed within twenty-two (22) months from the enactment of the Roxbury IPOD, and the Zoning Commission hearing on any petition to adopt proposed zoning changes shall be completed within twenty-four (24) months from the enactment of the Roxbury IPOD; provided failure to meet any deadline for rezoning of the Roxbury IPOD Study Area shall not invalidate any provision of the Roxbury IPOD or Underlying Zoning.

SECTION 27E-32. Regulations. The Boston Redevelopment Authority may promulgate regulations to administer this article; provided, such regulations shall become effective only upon adoption by the Zoning Commission.

SECTION 27E-33. Severability. The provisions of this article are severable, and if any provision or provisions shall be held invalid by any decision of any court of competent jurisdiction, such decision shall not impair or otherwise affect any other provision of this article.

Petitioner: Boston Redevelopment Authority

By: \_\_\_\_\_  
Stephen Coyle, Director

Address: City Hall, Boston, MA 02201

Telephone: (617) 722-4300, Extension 201

Date: \_\_\_\_\_



## APPENDIX B

### BOUNDARIES

#### Washington Street Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Washington Street Boulevard Planning District (BPD), shall be included in the said Washington Street BPD area as follows.

Beginning at a point from the intersection of Massachusetts Avenue and Washington Street; thence following along said Washington Street in a southerly direction to a point at the intersection of Washington Street and Columbus Avenue.

#### Blue Hill Avenue Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Blue Hill Avenue Boulevard Planning District (BPD), shall be included in the said Blue Hill Avenue BPD area as follows.

Beginning at a point from the intersection of Pleasant Street, Dudley Street, Magazine Street and Blue Hill Avenue; thence following in a southerly direction along said Blue Hill Avenue to a point at the intersection of Blue Hill Avenue and Seaver Street.

#### Melnea Cass Boulevard Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Melnea Cass Boulevard Planning District (BPD) shall be included in the said Melnea Cass BPD area as follows.

Beginning at a point from the intersection of Melnea Cass Boulevard and Columbus Avenue; hence following along said Melnea Cass Boulevard in a westerly direction to a point at the intersection of said Melnea Cass Boulevard and the Midland Divide right-of-way.

#### Warren Street Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Warren Street Boulevard Planning District (BPD), shall be included in the said Warren Street BPD area as follows.

Beginning at a point from the intersection of Warren Street and Hunneman Street; thence following along said Warren Street, southerly, to a point at the intersection of Warren Street and Blue Hill Avenue.

#### Shawmut Avenue Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Shawmut Avenue Boulevard Planning District (BPD), shall be included in the said Washington Street BPD area as follows.



Beginning at a point from the intersection of Washington Street and Shawmut Avenue; thence following northerly along said Shawmut Avenue to the intersection of Melnea Cass Boulevard and Shawmut Avenue.

#### Dudley Street Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Dudley Street Boulevard Planning District (BPD), shall be included in the said Dudley Street BPD area as follows.

Beginning at a point from the intersection of Roxbury Street, Centre Street, Highland Street and Dudley Street; thence westerly following along said Dudley Street to the Midlands Division right-of-way.

#### Columbia Road Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Columbia Road Boulevard Planning District (BPD), shall be included in the said Columbia Road Boulevard Planning District as follows.

Beginning at a point from the intersection of Ceylon Street, Richfield Street, and Columbia Road; thence southwesterly following along said Columbia Road to the intersection of said Columbia Road and Seaver Street.

#### Tremont Street Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Tremont Street Boulevard Planning District (BPD), shall be included in the said Tremont Street BPD area as follows.

Beginning at a point from the intersection of Massachusetts Avenue and Tremont Street; thence southwesterly following along said Tremont Street to the intersection of said Tremont Street and Columbus Avenue.

#### Seaver Street Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the said Seaver Street Boulevard Planning District (BPD), shall be included in the said Seaver Street BPD area as follows.

Beginning at a point from the intersection of Columbus Avenue, Walnut Avenue, and Seaver Street, thence following along said Seaver Street southeast to the intersection of said Seaver Street and Erie Street.

#### Massachusetts Avenue Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Massachusetts Avenue Boulevard Planning District (BPD), shall be included in the said Massachusetts BPD area as follows.



Beginning at a point from the intersection of Columbus Avenue and Massachusetts Avenue; thence following along said Massachusetts Avenue southeasterly to the Midland Division right-of-way.

#### Columbus Avenue Boulevard Planning District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Columbus Avenue Boulevard Planning District (BPD), shall be included in the said Columbus Avenue (BPD) area as follows.

Beginning at a point from the intersection of Massachusetts Avenue and Columbus Avenue; thence following southerly along said Columbus Avenue to the intersection of Columbus Avenue and Melnea Cass Boulevard.

Also, beginning at a point from the intersection of Columbus Avenue and Tremont Street; thence following southerly along said Columbus Avenue to the intersection of Columbus Avenue, Walnut Avenue and Seaver Street.

#### Norfolk Avenue Neighborhood Business District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Norfolk Avenue Boulevard Planning District (BPD), shall be included in the said Norfolk Avenue BPD as follows.

Beginning at a point from the intersection of Norfolk Avenue and Hampden Street; thence following along said Norfolk Avenue in an easterly direction to a point at the intersection of Norfolk Avenue and the Midland Divide right-of-way.

#### Quincy Street Neighborhood Business District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Quincy Street Boulevard Planning District (BPD), shall be included in the said Quincy Street BPD area as follows.

Beginning at a point from the intersection of Quincy Street and Warren Street; thence following along said Quincy Street in an easterly direction to a point at the intersection of Quincy Street and the Midland Division right-of-way.

#### Humboldt Avenue Neighborhood Business District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Humboldt Avenue Boulevard Planning District (BPD), shall be included in the said Humboldt Avenue BPD as follows.

Beginning at a point from the intersection of Seaver Street and Humboldt Avenue; thence following along said Humboldt Avenue in a northerly direction to a point at the intersection of Humboldt Avenue and Martin Luther King Boulevard.



#### Geneva Avenue Neighborhood Business District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Geneva Avenue Neighborhood Business District (NBD), shall be included in the said Geneva NBD as follows.

Beginning at a point from the intersection of Blue Hill Avenue and Geneva Avenue; thence following along said Geneva Avenue in an easterly direction to a point at the intersection of Geneva Avenue and Columbia Road.

#### Washington Street Neighborhood Business District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Washington Street Neighborhood Business District (NBD), shall be included in the said Washington Street NBD area as follows.

Beginning at a point from the intersection of Blue Hill Avenue and Washington Street; thence following along said Washington Street in an easterly direction to a point at the intersection of Washington Street and Erie Street.

#### Strathcona Road Neighborhood Business District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Strathcona Road Neighborhood Business District (NBD), shall be included in the said Strathcona NBD as follows.

Beginning at a point from the intersection of Washington Street and Strathcona Road; thence following along said Strathcona Road in a northerly direction to a point at the intersection of Geneva Avenue and Strathcona Road.

#### Centre Street Neighborhood Business District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Centre Street Neighborhood Business District (NBD), shall be included in the said Centre Street NBD as follows.

Beginning at a point from the intersection of Centre Street and Highland Street; thence following along said Highland Street in a southerly direction to a point at the intersection of Highland Street and Marcella Street in a westerly direction to a point at the intersection of Marcella Street and Centre Street; thence following along Centre Street in a northerly direction to a point at the intersection of Centre Street and Highland Street.

#### Shawmut Avenue Neighborhood Business District

Any property, including the entire lot area, which has a lot line that is adjacent to or contiguous with the Shawmut Avenue Neighborhood Business District (NBD), shall be included in the said Shawmut Avenue NBD as follows.

Beginning at a point from the intersection of Massachusetts Avenue and Shawmut Avenue; thence following along said Shawmut Avenue in a southerly direction to a point at the intersection of Shawmut Avenue and Kendall Street.



#### Dudley Triangle Special Study Area

Beginning at a point on the center line of Blue Hill Avenue at the intersection of Dudley Street and said Blue Hill Avenue following southerly along the center line of said Blue Hill Avenue to a point on the center line of West Cottage Street; thence turning and running northeasterly along the center line of West Cottage Street to a point on the center line of Dudley Street; thence turning and running northwesterly along the center line of said Dudley Street to the point of beginning.

#### Parcel 18 Special Study Area

Beginning at a point from the intersection of Massachusetts Avenue and the Conrail Right-of-Way; thence following southwesterly along said Conrail right-of-way to the intersection of New Dudley Street and said Conrail right-of-way; thence following easterly along said New Dudley Street and Tremont Street; thence northeasterly along said Tremont Street to the intersection of said Tremont Street and Massachusetts Avenue; thence westerly along said Massachusetts Avenue to the point of beginning.

MBTA Parcel 9/South End Urban Renewal Area Disposition

Parcel X28B Affordable Housing Reserve District

Beginning at a point on the side line of Washington Street southerly along said sideline of Washington Street 133.87'; thence turning and running following a line on the northerly side of the proposed future transit reservation to a point on the easterly side line of Shawmut Avenue; thence turning and running northerly along said side line to a point at the intersection of the Ball Street side line; thence turning and running easterly along the side line of said Ball Street to the point of beginning.



Bartlett Yard Affordable Housing Reserve District

Beginning at a point on the center line of Washington Street at the intersection of Bartlett Street and Washington Street following southerly along the center line of said Washington Street to a point on the center line of Guild Street; thence turning and running westerly along the center line of said Guild Street to a point on the center line of Lambert Avenue; thence turning and running northerly along the center line of said Lambert Avenue to a point on the center line of Bartlett Street; thence turning and running easterly along the center line of said Bartlett Street to the point of beginning.

Parcel P-2C Mixed Use Reserve District

Beginning at a point on the westerly side line of Shawmut Avenue southwesterly  $29^{\circ}-48'-23''$  288.18'; thence turning and running northwesterly  $53^{\circ}-42'-08''$  335.10'; thence turning and running northeasterly  $28^{\circ}-34'-17''$  274.20'; thence turning and running northwesterly  $56^{\circ}-51'-12''$  45.00'; thence turning and running northeasterly  $28^{\circ}-13'-48''$  167.25'; thence turning and running southeasterly  $60^{\circ}-58'-12''$  67.49'; thence turning and running southwesterly  $29^{\circ}-48'-33''$  173.70'; thence turning and running southwesterly  $60^{\circ}-11'-38''$  173.70'; thence turning and running southeasterly  $60^{\circ}-11'-38''$  344.27' to the point of beginning.



Industrial Economy Reserve District

Beginning at the intersection of Melnea Cass Boulevard and Hampden Street: thence southerly along said Hampden Street to Norfolk Avenue; thence southerly and southeasterly along said Norfolk Avenue; thence southerly and southeasterly along said Norfolk Avenue to Proctor Street; thence northerly and northeasterly along said Proctor Street to Massachusetts Avenue; thence northerly and northwesterly along said Massachusetts Avenue to Melnea Cass Boulevard; thence along said Melnea Cass Boulevard to the point of beginning.

## Dudley Terminal Special Study Area

Beginning at a point on the center line of Shawmut Avenue at the intersection of Melnea Cass Boulevard and Shawmut Avenue following southerly along the center line of said Shawmut Avenue to a point on the center line of Roxbury Street; thence turning and running easterly along the center line of Roxbury Street to a point on the center line of Guild Row at the intersection of Roxbury Street and Guild Row; thence turning and running southeasterly along the center line of said Guild Row to a point on the center line of Dudley Street at Dudley Square; thence turning and running easterly along the center line of said Dudley Street to a point on the center line of Harrison Avenue; thence turning and running northerly along the center line of said Harrison Avenue to a point on the center line of Melnea Cass Boulevard; thence turning and running along the center line of said Melnea Cass Boulevard to the point of beginning.



MEMORANDUM

JUNE 4, 1987

TO: BOSTON REDEVELOPMENT AUTHORITY AND  
STEPHEN COYLE, DIRECTOR

FROM: LINDA S. BOURQUE, ASSISTANT DIRECTOR FOR  
NEIGHBORHOOD PLANNING AND ZONING  
RICARDO MILLETT, ASSISTANT DIRECTOR FOR  
NEIGHBORHOOD DEVELOPMENT  
MUHAMMAD ALI-SALAAM, DEPUTY DIRECTOR FOR  
NEIGHBORHOOD DEVELOPMENT

SUBJECT: REQUEST AUTHORIZATION TO PETITION THE ZONING  
COMMISSION TO ADOPT THE ROXBURY INTERIM PLANNING  
OVERLAY DISTRICT ZONING AMENDMENT

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Roxbury is one of the city's neighborhoods that has undergone the most dramatic changes in the past two decades. Its socio-economic history shows that the area began to decline economically when it lost important local industries, suffered from disinvestment in housing and other properties, experienced a decline in retail and commercial services and evolved into a low-income residential area. Roxbury also has experienced extensive abandonment in both its commercial and residential sections. Furthermore, because the incomes of the residents tend to be low, maintaining businesses and the housing stock has become increasingly difficult.

With the general decline of manufacturing and other labor intensive industries and with the emergence of regional shopping districts, past patterns of land use and development are no longer viable.

New forms of land ownership such as limited equity partnerships and condominium, both office and residential, require new value definitions and equitable development opportunities.

Additionally, the decreasing size of families and the transition to a service economy contribute to the demand for new and creative uses of scarce land and resources in Roxbury.

The last 10 years have brought some limited improvements through public and private investment. Thus, while the area remains severely depressed serving mainly a low-income population, Roxbury is now experiencing a new in-migration of young professional individuals and families who are acquiring many of the area's underutilized and abandoned properties.

Roxbury is now entering an era of growth resulting from Boston's burgeoning economy. A record level of large-scale private development investment will help to revitalize the neighborhood economy. In addition, a sizable investment in public infrastructure will bring new opportunity and improvement in the quality of life for the neighborhood's residents.



Based on the area's changing conditions, there is a clear need to balance the growth of land uses to promote the transition of Roxbury to an economically viable and self-sufficient community. The primary focus of establishing land use controls is to control speculation and displacement and increase the availability of quality affordable housing.

The Interim Planning Overlay District (IPOD) process presents an excellent opportunity for Roxbury residents to involve themselves, rationally and fully-informed, in the planning and implementation of new zoning regulations, which will affect present lifestyles and future aspirations for their community. The IPOD amendment sets out specific zoning controls that will guide land uses during the two-year rezoning and planning process and calls for the development of planning policies and implementation plans to work interactively with specific zoning regulations.

The six member Planning and Zoning Advisory Committee (PZAC) was formed under the Roxbury Neighborhood Council in August 1986 to begin development of the Roxbury IPOD. Throughout the initial IPOD process approximately 250 residents participated in more than 15 meetings throughout nine neighborhood sub-districts. Based on the PZAC's recommendations the BRA has worked to formulate policies concerning affordable housing, neighborhood business districts, containment of noxious uses, and other quality of life issues. The draft IPOD amendment received community-wide acceptance on December 3, 1986. More detailed IPOD policies and the IPOD amendment were submitted to the community for review on March 10, 1987, and have been revised based on input and recommendations from the Neighborhood Council and community.

Two additional public meetings were held on May 14 and May 28, 1987. At this last meeting the Neighborhood Council and Community members voted unanimously to support the IPOD and move it to the Authority Board and Zoning Commission.

The primary issues which the Roxbury community seeks to address through the IPOD process are:

#### Housing Affordability

The need for affordable housing is far and away the most pressing issue in Roxbury. The increasing scarcity of land and rising real estate values coupled with the demand for affordable housing calls for policies aimed at increasing the supply of quality housing at prices which low- and moderate-income residents can afford.

#### Transportation and Parking

The primary transportation issue facing the Roxbury community is the proposed redevelopment of the Dudley Square area and the relocation of the MBTA Orange line. With the removal of the existing elevated structure along Washington Street and the discontinuance of Dudley Station as a rapid transit station, numerous traffic and transportation impacts and pedestrian issues arise.



### Neighborhood Business Districts

Due to a number of socio-economic factors, none of Roxbury's retail areas has achieved more than marginal success in recent years. Numerous pockets of vacant storefronts exist throughout all retail sections, although in Dudley Square, there has been a recent increase in private investment. With the anticipated revitalization of Roxbury's retail districts, issues regarding appropriate development must be considered.

### Institutional Encroachment

The Roxbury community encompasses a number of higher education and medical facilities that present significant concerns regarding future expansion into the residential community. Any proposed new construction of institutional facilities must result in positive benefits for the local residential community and be sensitive to the effects of shadow, wind and massing. Consideration must also be given to incidental effects such as increased demand for water and sewerage services, refuse and garbage removal and increased vehicular traffic.

### Industrial Development

A large part of the land in Roxbury contain industrial, manufacturing and commercial activities. In other instances, the uses are inconsistent with planned future development goals and offensive to current neighboring uses. In some instances, uses have resulted in potentially hazardous or dangerous situations threatening public health and safety.

There is an additional need to identify opportunities for the introduction of new, high tech, commercial and industrial activities which will address the need for skilled and unskilled employment for local residents.

### Open Space

There are many vacant publicly-owned lots in the Roxbury community which are unsuitable for housing creation. In the past, such lots have been sold to abutters. However, now it might be appropriate for public agencies to return ownership or grant long-term leases to those who agree to maintain the site.

### Historic Preservation

Much of the Dudley Square area contains buildings which are historically significant. The need to preserve, restore and protect these structures is clear. Unfortunately, many such structures have been neglected and ignored, or worse, simply abandoned and boarded up. Buildings such as these require involvement of community residents working with government and private sector to ensure the continued maintenance and appreciation of these landmarks.



The following eleven essential policies are now proposed for inclusion in the IPOD, which will control development and direct future land use in Roxbury for the next two years.

o Boulevard Planning Districts

The neighborhoods' major arterials and cross streets (Boulevards) serve as an economic and social framework of community life. Therefore, the planning of these Boulevards requires comprehensive analysis and community input. To facilitate this planning, Boulevard Planning Districts (BPDs) would be established on major arterials and cross streets. During the IPOD planning process, BPD regulations and design guidelines would be developed to encourage a mix of uses that promote and sustain economic viability and residential stability, preserve open space, protect historic structures, provide adequate parking and transportation access, and promote good urban design. Site plan review by the Boston Redevelopment Authority would be required for most projects proposed in the BPDs. The Boulevards that require this comprehensive planning are:

Washington Street  
Blue Hill Avenue  
Melnea Cass Boulevard  
Warren Street  
Shawmut Avenue, from Washington Street to Melnea Cass Boulevard  
Dudley Street  
Columbia Road  
Tremont Street (including Frederick Douglass Square)  
Seaver Street  
Massachusetts Avenue  
Columbus Avenue

o Neighborhood Business Districts

In addition to major arterials and cross streets, local neighborhood business areas or commercial nodes contain retail and small commercial uses which serve the local residents and provide an economic and social framework for community life. The planning of these areas also requires comprehensive analysis and community input to protect the streetscape appearance, pedestrian amenities, and transportation access to local businesses. The Roxbury IPOD Study Area shall include the following Neighborhood Business Districts:

- Geneva Avenue, from Blue Hill Avenue to Columbia Road
- Washington Street, from Blue Hill Avenue to Erie Street
- Strathcoma Road, from Washington Street to Geneva Avenue
- John Eliot Square including Centre Street, Highland Avenue and Highland Street
- Humboldt Avenue, from Martin Luther King Boulevard to Seaver Street
- Shawmut Avenue, from Massachusetts Avenue to Kendall Street
- Norfolk Avenue
- Quincy Street



o Affordable Housing Reserve District

Areas of underutilized publicly owned land comprising at least one acre individually or in combination with contiguous parcels could be mapped as Affordable Housing Reserve (AHR) Districts. In any AHR, seventy-five percent of the gross floor area of any proposed project would be housing, of which a certain proportion would be affordable. However, the provision of affordable housing shall not be limited to AHRs. AHR districts in the Roxbury IPOD will be mapped at the MBTA Parcel 9/South End URA parcel X28-B and at the Bartlett Yards, and a portion of the Dudley Triangle. Approximate densities that could be developed in these AHRs are as follows:

- Parcel 9/X28-B: low density, up to 17 units; moderate density 18 to 34 units; high density 35-50 units.
- Bartlett Yards: low density, up to 100 units; moderate density, 100-200 units; high density, 200-300 units.

o Mixed Use Reserve District

Within Roxbury, certain areas of underutilized publicly owned land could be designated as a Mixed Use Reserve District. Any area developed as an MUR district will be limited to the follow uses: Housing, Open Space, Office, Public Services. The Mixed Use Reserve District in Roxbury will be mapped on parcel P2-C.

o Industrial Economy Reserve District

An Industrial Economy Reserve (IER) District will be developed under the jurisdiction of the City of Boston Economic Development Industrial Corporation (EDIC). The purpose of the IER is to preserve the availability of industrial land and to promote the growth of industries that create employment opportunities and develop an economic base for the Roxbury community.

o Revised Light Manufacturing Zoning District

Through the IPOD planning process portions of existing Light Manufacturing (LM) Districts, (M1 and M2), will be mapped as Revised Light Manufacturing Districts. The proposed LM districts will provide a limited number of allowed light manufacturing uses compatible with Roxbury's residential areas that minimize adverse environmental impacts and truck traffic, and which will provide employment opportunities for the community.

o Institutional Master Plans

To better integrate future institutional development with the needs of the residential neighborhoods, institutions would be required to submit an Institutional Master Plan. The Plan would address, among other things, development concepts, planning objectives, projected employment, traffic, and parking impacts, and design features, and detail existing institutional expansion plans five years into the future.



- o Transportation and Parking Controls

To improve parking and transportation access, provisions for the following three elements would be developed: a Transportation Master Plan based on an analysis of current and projected access and parking demands, and to specifying transportations improvements; Transportation Access Plans would be required for projects exceeding certain criteria and consisting of traffic, parking and construction management components; and Residential Parking Requirements, which increase the ratio of spaces to units with the number of units proposed in new developments.

- o Open Space Plan

An integral part of Roxbury planning is the provision of adequate open space to meet with the current and projected population and linkage of open space to the Emerald Necklace, where applicable, and to the open space system of the city. An Open Space Plan for each IPOD would be developed during the IPOD planning period to provide for that linkage, for the preservation of existing open space and the addition of new open space, and for the completion of the city's open space system.

- o Height Standards

To protect and promote existing and future development, interim height standards would be established for each IPOD. Height standards could vary within an IPOD, depending on the type, location, and character of existing and proposed development.

- o Use Controls

To protect the IPODs from inappropriate development, all land uses except single- and two-family residential would require an Interim Planning Permit, and certain uses would be forbidden during the IPOD period.

- o Demolition Controls

To protect the Roxbury area until the enactment of permanent zoning demolition controls are established. Except in the case of emergency/safety condition, permits for demolition would have to be reviewed by the community and receive an IPOD permit.

- o Plan for Disposition

During the two-year planning process, a plan for the disposition of publicly-owned land in Roxbury will be developed through coordination of the community and all public agencies owning land in the neighborhood.

- o Special Study Areas

The Roxbury IPOD includes three Special Study Areas: Dudley Terminal, Dudley Triangle, and Parcel 18 Special Study Areas. Zoning and land uses for these areas will be determined through the community and environmental review process during the IPOD planning period.



o Design Guidelines

To protect the character of residential areas and historic structures, to upgrade commercial centers and boulevards, and to guide future development in the IPODs, Design Guidelines would be developed which incorporate standards for parking and access, landscaping, building design, open space, historic preservation, and signage. These guidelines would include standards that address the appropriate location and design of billboards and on-premise signs.

An appropriate vote follows:

VOTED: That the Director is hereby authorized to petition the Zoning Commission to adopt text and map amendments to establish the Roxbury Interim Planning Overlay District in substantial accord with the attached petition and map in order to increase the availability of quality affordable housing, protect the residential character of the community, control development, and control displacement and speculation.

